streetcar line, from the terminal to local employment centers and other destinations.

Street System

Redwood City's well-developed street system allows people to travel from their homes and businesses to destinations within the community with relative ease and to access the freeways and expressways that link the community to the region.

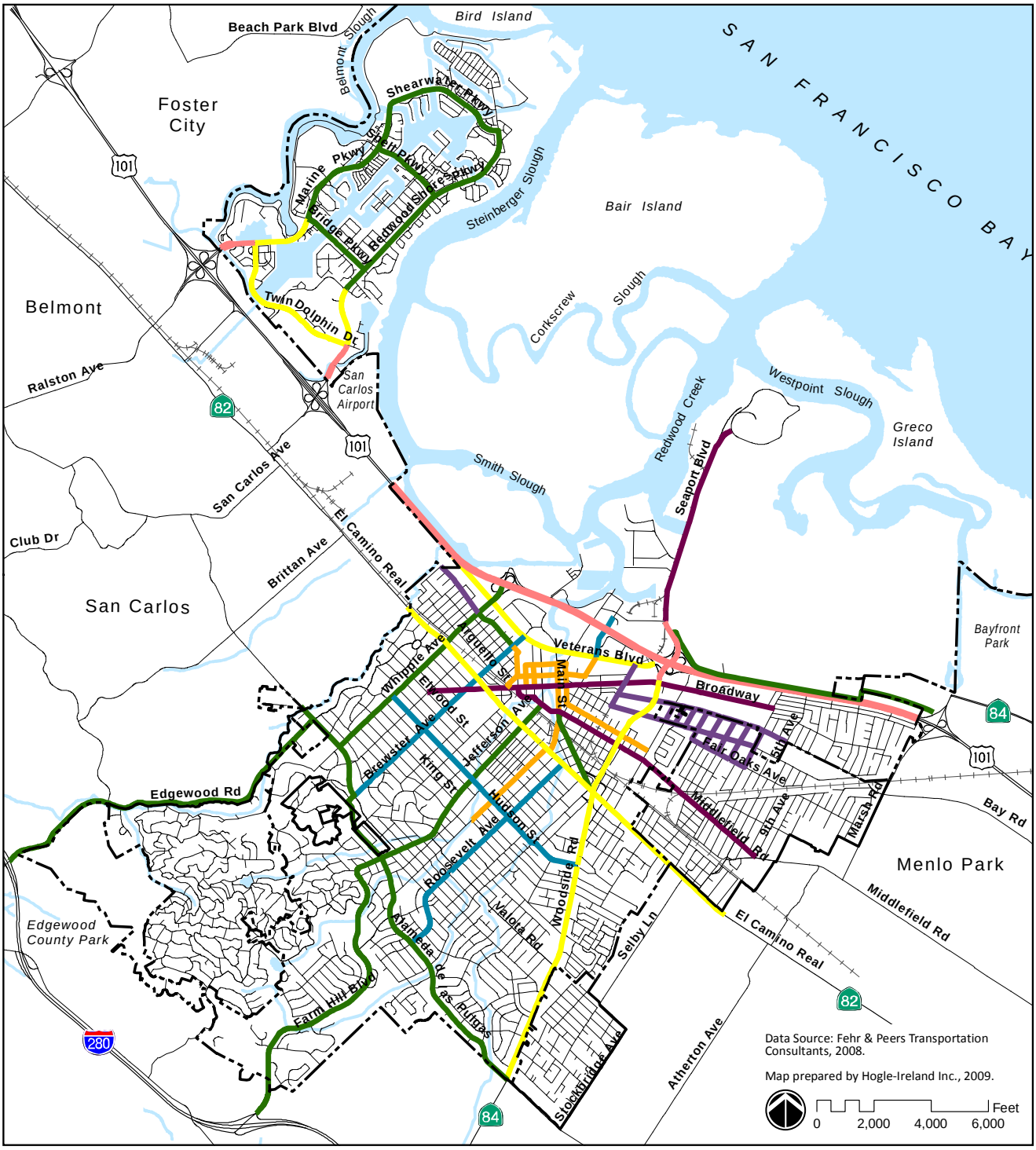
Street Typology

"Complete Streets": a comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders, and drivers) that need to be accounted for.

Historically, Redwood City defined its roadway network according to the classification system used by State highway departments: freeways, expressways, arterials, collectors, and local streets. This traditional approach is primarily focused on ensuring access and mobility for automobiles, and generally does not account for other travel modes or the surrounding context. Redwood City has a variety of different contexts, however, and each one deserves a different type of transportation focus. For instance, in the Downtown Redwood City context, a much greater emphasis is placed on pedestrian mobility, amenities, and on-street parking, whereas in an industrial or strip commercial district, focus is typically on automobile mobility and off-street surface parking.

To ensure a balanced, multi-modal transportation network, the Redwood City General Plan organizes streets and other transportation facilities according to typologies that consider the context and prioritize different travel modes for each street. Together, the typologies provide a network of "complete streets" to accommodate all types of local transportation modes. These typologies will guide the development of standards, to ensure transportation plans and improvements consider relationships to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes and various users.

The following typology definitions apply to the streets and other facilities that make up Redwood City's circulation plan, shown in Figure BE-14. A sample cross-section for each typology is provided in Figures BE-15 through BE-21. These cross-sections show a prototypical configuration for each typology. The specific configuration for each individual street may be slightly different due to the unique needs and surrounding land uses on each street.



Proposed Street Typology

- Transit Street
- Bicycle Boulevard
- Pedestrian Street
- Connector Street
- Industrial Street
- Boulevard
- Auto Dominant Highway
- Local Street

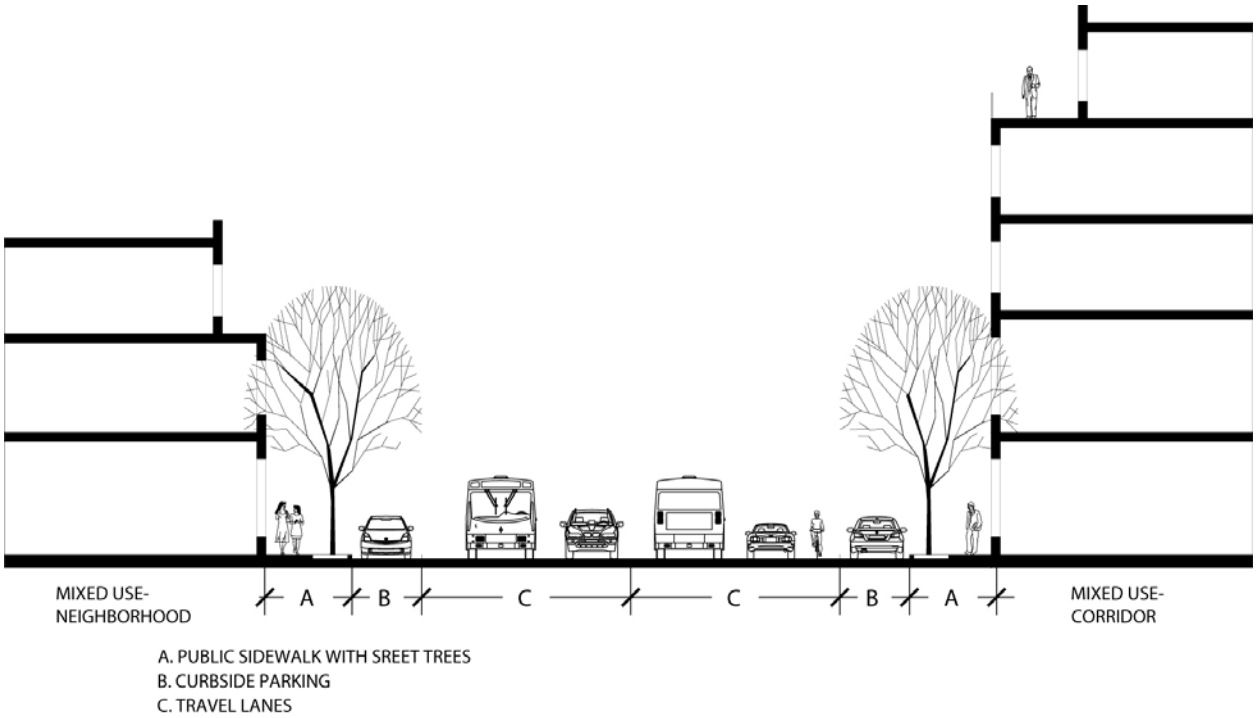
- City Boundary
- Sphere of Influence
- Railroad
- Waterways

Note: The street typology and road designations represent Redwood City's intent. Further evaluation is required prior to implementation. Vera Avenue, Valota Road, and King Street have been suggested to replace Brewster Avenue, Roosevelt Avenue, and Hudson Street as Bicycle Boulevards.

Figure BE-14: Street Typology

Transit Street

Transit Streets are primary routes intended for a future streetcar system. Signal preemption for streetcars (where red lights are shortened and switched to green as a streetcar approaches), and streetcar stops are provided. Other travel modes, including automobiles, trucks, and bicycles are accommodated on a Transit Street, but if there are conflicts, transit has priority. These streets accommodate moderate to high volumes of through-traffic within and beyond the city.



Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

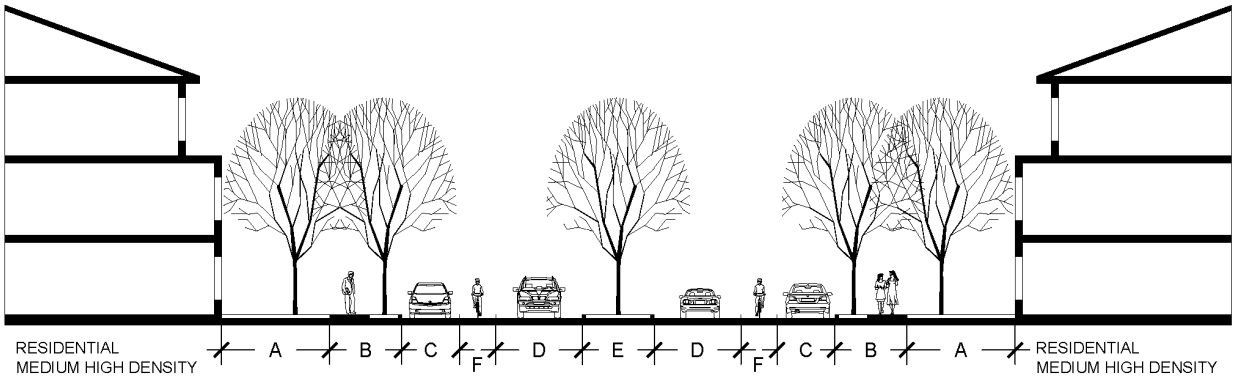
Figure BE-15: Sample Transit Street Cross Section

As most transit trips also involve some walking, pedestrians are accommodated with ample sidewalks on both sides of the street, and pedestrian amenities are enhanced around transit stops.

Bicycle Boulevard

Bicycle Boulevards are through-routes for bicycles, providing continuous access and connections to the local and regional bicycle route network.

Local automobile, truck, and transit traffic are accommodated in the roadway, but in the event of conflicts, bicycles have priority. Neighborhood traffic management strategies slow and calm automobile and truck traffic. Pedestrians are also accommodated. In parts of Redwood City, where routes for Bicycle Boulevards are only available on very narrow rights-of-way, alternate creative cross-sections will need to be developed.

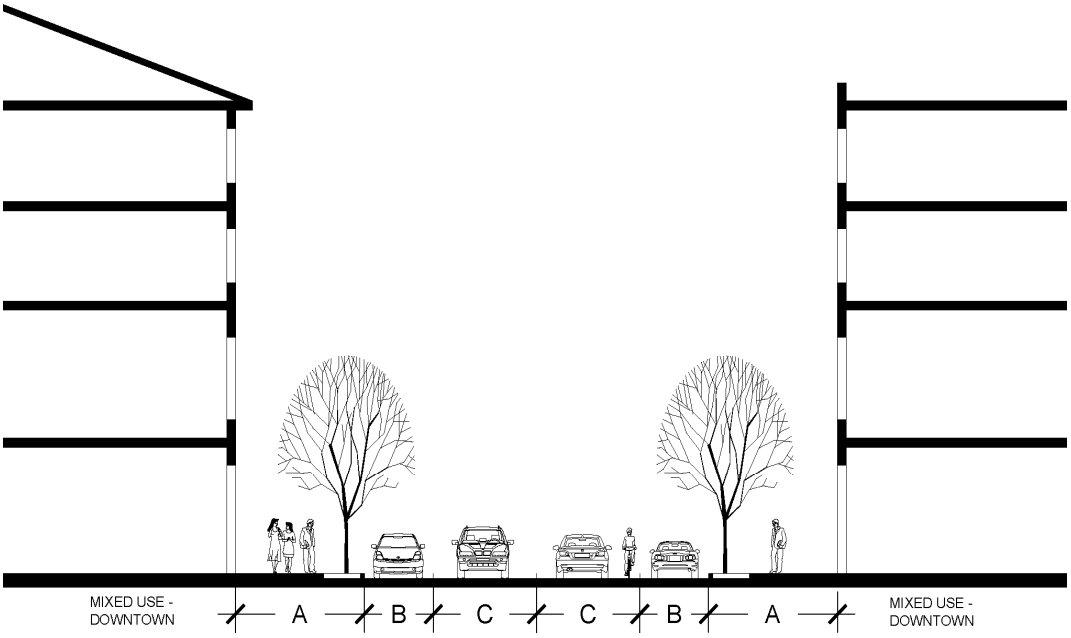


Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-16: Sample Bicycle Boulevard Cross Section

Pedestrian Street

Pedestrian Streets are streets on which exceptionally high volumes of pedestrian traffic are encouraged. Pedestrian streets are located primarily in Downtown. Sidewalks are wider with ample pedestrian amenities, building frontages provide a high level of pedestrian interest, and pedestrian crossings have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate. These streets also discourage high volume and high-speed vehicular traffic, adding to pedestrian comfort and convenience. In the event of conflicts, pedestrians have priority.



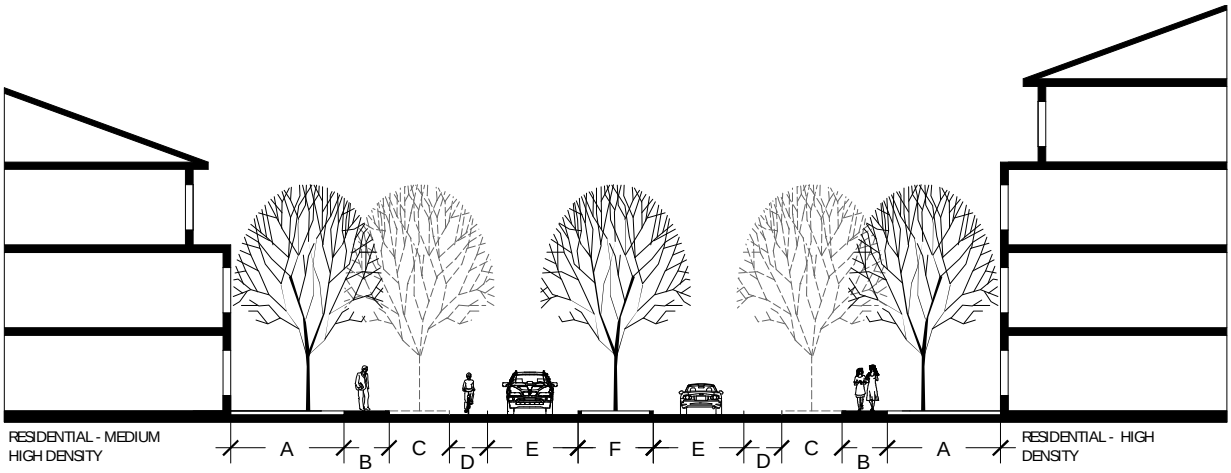
Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-17: Sample Pedestrian Street Cross Section

While oriented primarily around pedestrians, the low auto volumes and speed make pedestrian streets good for bicycling, as well.

Connector Street

Automobiles, transit, bicycles, and pedestrians are accommodated equally on a Connecter Street. Some transit options may also be provided. These streets accommodate moderate to high volumes of through traffic within and through the city. Pedestrians are accommodated with sidewalks. Bicycle lanes are provided where feasible.

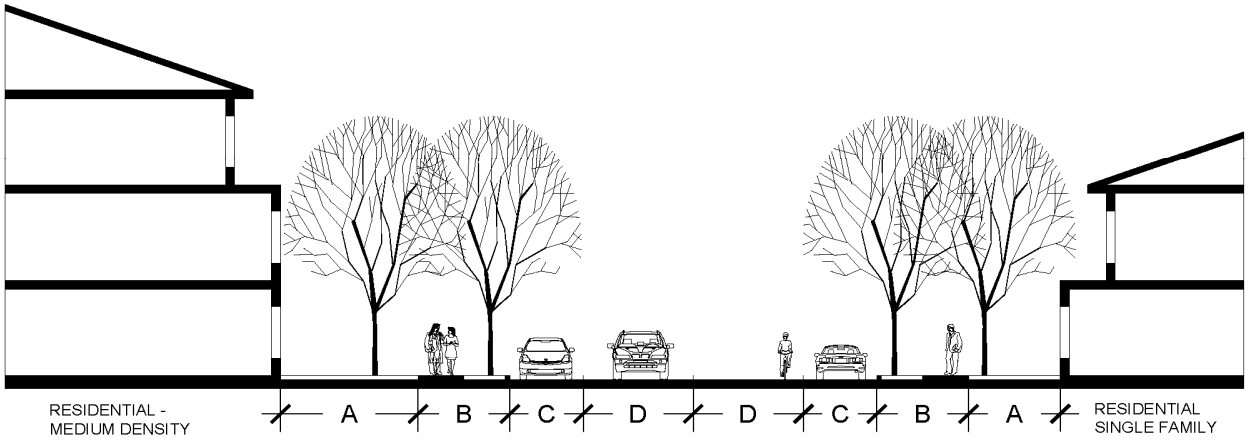


Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-18: Sample Connector Street Cross Section

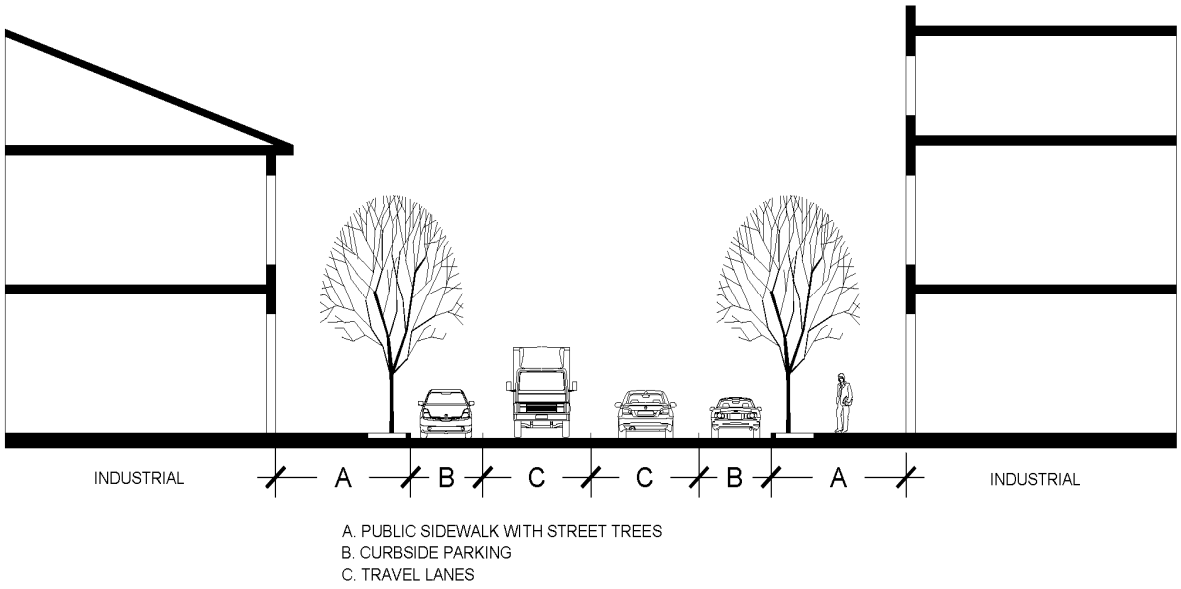
Local Street

Automobiles, bicycles, and pedestrians are accommodated equally on a Local Street. Transit use, if any, is incidental. These streets accommodate low volumes of local traffic and primarily provide access to abutting property. Through-traffic is discouraged, and truck traffic is prohibited. Neighborhood traffic management strategies to slow and discourage through-automobile and truck traffic may be appropriate. Pedestrians are accommodated with sidewalks.



Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-19: Sample Local Street Cross Section

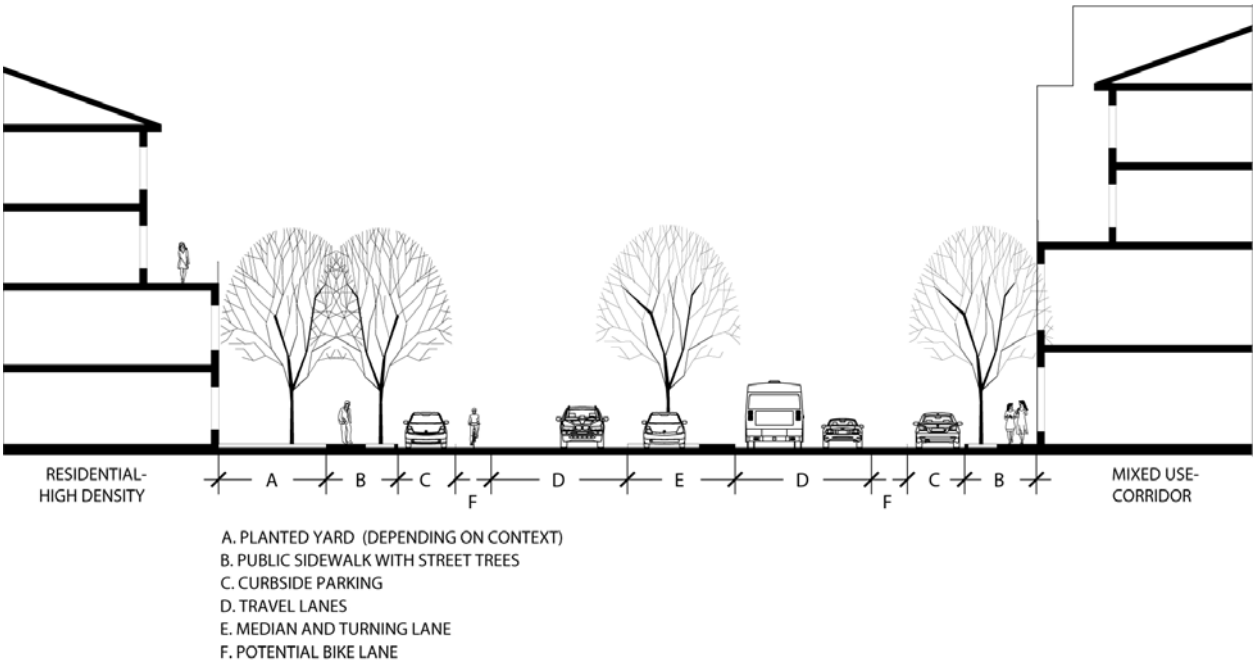


Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-20: Sample Industrial Street Cross Section

Boulevard

Boulevards are major roadways that serve a gateway or civic purpose, and will be considered for special treatments such as expansive landscaped medians and wide sidewalks. Traffic flow is maintained and transit access prioritized.



Note: This graphic is illustrative; additional study will be required before implementation. Additionally, this graphic exemplifies goals, however not all streets of this class may be able to attain these conditions due to existing rights-of-way and conditions.

Figure BE-21: Sample Boulevard Cross Section

An optional design element for Boulevards is a median that separates travel lanes from parking access lanes, reducing delays caused by on-street parking and providing an additional buffer for adjacent land uses.

Auto Dominant Highway/Expressway

Auto Dominant Highways are expressways, freeways, and other roads that serve high volumes of fast-moving regional motor vehicle traffic. Express transit buses are also accommodated. Bicycle and pedestrian travel are typically prohibited, accommodated on separate parallel facilities, or provided with minimal facilities.

Two freeways serve Redwood City: U.S. 101 and I-280, with U.S. 101 running through the city and I-280 southwest of our border. The

California Department of Transportation (Caltrans) has responsibility for planning, operations, and maintenance along these freeways.

U.S. 101 is a major north-south regional route that passes through Redwood City on its course along the west coast of the United States. U.S. 101 is the primary San Francisco Peninsula commute route, bringing workers–and associated traffic congestion–into the city every day. Interchanges at Marsh Road (in Menlo Park), Woodside Road (State Route 84), and Whipple Avenue provide regional access to various parts of the city. Interchanges at Holly Street/Redwood Shores Parkway and Ralston Avenue/Marine Parkway provide access to the Redwood Shores area.

Along the west edge of the city, I-280 provides a more scenic commute route than U.S. 101, but does not provide immediate access to the local employment centers. Interchanges at Woodside Road, Farm Hill Boulevard, and Edgewood Road access Redwood City directly.

Table BE-3 indicates how different modes of transportation are accommodated on various facility types and which modes have priority. For reference purposes, Table BE-4 shows the relationship between these street typologies and the prior functional classification system maintained by Redwood City Community Development.

Table BE-3: Street Typologies and Travel Mode Priorities

Facility	Transit	Bicycles	Pedestrians	Autos	Trucks
Transit Street [1, 2]	○	■	■	■	■
Bicycle Boulevard	▫	○	■	■	✱
Pedestrian Street[1]	▫	■	○	■	▫
Connector Street [1,2]	■	■	■	■	▫
Local Street[1]	▫	■	■	■	✱
Industrial Street [2]	▫	■	■	■	○
Boulevard [1,2]	○	■	■	○	■
Auto Dominant Road [2, 3]	■	▫	▫	○	○

○ = Dominant, ■ = Accommodated, ▫ = Incidental, ✱ = Prohibited

1. Bike routes (Class II and III) can be overlaid on these street types.
2. Truck routes can be overlaid on these street types.
3. Bicycles and pedestrians are typically prohibited, accommodated on separate parallel facilities, or provided with minimal facilities.

Table BE-4: Street Typologies and the Functional Classification System

Street Typologies	Functional Classification System				
	Expressway	Arterial	Major Collector	Minor Collector	Local Street
Transit Street	■	○	■	■	✱
Bicycle Boulevard	✱	✱	■	■	○
Pedestrian Street	✱	✱	■	○	■
Connector Street	✱	■	○	○	■
Local Street	✱	✱	✱	■	○
Industrial Street	✱	■	○	■	■
Boulevard	■	○	■	✱	✱
Auto Dominant Road	○	■	■	■	✱

○ = Primary Correspondence, ■ = Secondary Correspondence,
✱ = No Correspondence